

expense of acquiring a com-  
modity can be easily borne.

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of a very intimate character. The use of telegraphic lines having been found to be an essential adjunct of newspapers, arrangements made for their collection and distribution by the telegraph companies at all important news centers. By this means co-operation were enabled to be maintained between the telegraph companies and the newspapers, though hardly less profitable to the former than the latter. The exceedingly low price of the telegraph lines for the division of newspapers. In addition to the telegrams, many of these "specials," for which the telegrams were also somewhat lower rates than for ordinary telegrams.

Advantage and protection of telegraph lines, an exclusive character of telegraph lines, the newspapers could not patronize or encourage, and the telegraph companies could not give higher rates to papers not belonging to the telegraph companies.

It may be proper to state that one of the companies, the Western Union Telegraph Company, has been authorized to purchase, not only its telegraph lines, property, and effects, but also the goods and buildings owned by the telegraph companies, and prospective property. As it is difficult to

This combination has been the newspaper enterprise, the assuming in some cases a transnational character, of a number of "specials" to non-associated companies as high as in many establishments.

The interests of the associated companies are represented in conjunction with telegraph companies, to oppose telegraphs. It is satisfied, however, that general public would derive benefits from the sale that even in which the case of dispatches companies revenue will rather than the great majority will hail from their dependence upon companies without which they could be entirely free.

They cannot cut, of course, at least the membership of the company.

could, however, abolish the charge between station and station, and might, by special direction through the press as the great means of arrangement, effect a liberal reduction in its favor for private messages, and would, it was argued, work directly to the benefit of the paper or an association. The result, would be an increase in the use of the telegram. All the special wires by the press would be abandoned.

Representations also noted late long negotiations for the establishment of a telegraph. The importance of the telegraph was pointed out in Legislatures, by boards of commercial conventions, by the influence of the press, and the personal influence of the telegraph had been prominently identified with the practical workings of the telegraph and other countries. The telegraph, which had previously been almost entirely a purely voluntary. It looked toward a future postal telegraph, set a time after which the companies might be required to furnish and offered inducements, which it seems were sufficient, for the companies to agree to yield up their facilities to the government at the time designated.

The manner in which the British Government recently acquired the telegraph cannot be cited as a precedent for the United States. There was no such acquisition between Her Majesty's Government and the companies of the United Kingdom, as contained in our act. The British Government offered to pay twenty years profit, and the companies having accepted the proposition, they were to have been required to had the companies been earning 5 per cent., which is a fair return to British capital on a reliable investment. The companies had simply equaled the cost of their lines. It turned out that their profits were nearer 15 per cent. than 5 per cent. With some opposition, sustained the agreement,

private hands, was dited, of the relation, toward its ac- the Government, and the part of the abatement. strenuous opposi- tions to the proposal. The of against its adoption are prin-

telegraph was essentially a private enterprise, and controlled by especially in a republic.

Our political system a Govern- ment could be a dangerous in the hands of the party in power, patronage, and permitting it to be a ready means of

careful management, though they would be less efficient, and they would not be as well served

the cost of the postal telegraph than the finances of the com- mercial telegraph, as was could not be made self-supporting.

This will be the case if, as is anticipated, the additional message industry—very low tariffs are expected to encourage such a service—and new hours, and permitting a more equal distribution of traffic throughout the day than now obtains. An increment of 20 messages per day between any two offices will, at an average rate of one office for every 10 miles, require 200 working days, which will put up 60 miles of additional wire, at \$200 per mile, and leave 180 miles left over. The same number of 40 messages daily, 20 each way, will yield \$2,400, sufficient to build a single wire the 75 miles required, leaving 105 miles left over. At an additional expense away from railroads, it leaves \$710 for operating and expense. It is true that the cost of building a business takes place on a circuit already established, or such a business can be predicted on a certain basis; but the fact that the business will be justified. There are undoubtedly large districts and important points where there are unprovided with telegraph lines, but I cannot at present indicate them with

greater influence on a government, through Congress and the courts, than it has ever had before. It is therefore a cause to be reckoned in the interests of its stockholders. The legal responsibility for the continuation of fines and the removal of the offices must, of course, be assumed by the Government. But if the offices would cause a large reduction in the expense of mail employment of one staff for both telegraphic service at perhaps two-thirds the salaries and other reductions, would enable the Department to employ more men of higher class of employees, and secure economy.

The objection, supported as it was by statistics, showed that it was impossible to show that governments in Europe were not willing to make such a sacrifice immediately on the proposition for a postal system in this country.

The chief difficulty seemed to be the existing system seemed to be so well adapted to the

the policy in a new company called the "United Fruit and Tea Company," from certain valuable franchises, and invite to transship Government cargoes and to transport passengers, and to submit to the Government the right of way to any line and to make its line at its sole expense.

In consideration of this proposition, the idea of a future Government monopoly was not at all predominant. It was decided that the company, for by the company to that organization, and merely offered to all companies who would accept the terms of the contract.

In the original draft a clause Government might purchase the company and make it to make it after the expiration of five years.

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However, it may remain to be seen whether the 80 cents per ton for ten words and 1